

# Hongkong Daily Press.

ESTABLISHED 1857.

No 13,319 號政拾壹百叁千壹萬壹第 日叁十式月玖年六十二緒光 HONGKONG, THURSDAY, NOVEMBER 15TH, 1900. 肆拜禮 號伍十月壹十年百九千壹英港 香港 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

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9.30 a.m. to 10.45 a.m. Every quarter of an hour

11.30 a.m. to 1.30 p.m. Every quarter of an hour

1.30 p.m. to 2.30 p.m. Every quarter of an hour

2.30 p.m. to 3.30 p.m. Every quarter of an hour

3.30 p.m. to 4.30 p.m. Every quarter of an hour

4.30 p.m. to 5.30 p.m. Every quarter of an hour

5.30 p.m. to 6.30 p.m. Every quarter of an hour

6.30 p.m. to 7.30 p.m. Every quarter of an hour

7.30 p.m. to 8.30 p.m. Every quarter of an hour

8.30 p.m. to 9.30 p.m. Every quarter of an hour

9.30 p.m. to 10.45 p.m. Every quarter of an hour

11.30 p.m. to 1.30 a.m. Every quarter of an hour

1.30 a.m. to 2.30 a.m. Every quarter of an hour

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3.30 a.m. to 4.30 a.m. Every quarter of an hour

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3.30 p.m. to 4.30 p.m. Every quarter of an hour

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healthy locality. Can be overlooked from the

Bowen Road, from which Visitors may either

walk down or ride by chair. Tennis, Croquet,

&c. ... .. 2323

ARABIAN PONY.

FOR SALE, a Fine-looking ARABIAN

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For Particulars apply to

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BROWN, JONES & CO.  
MONUMENTAL SCULPTORS.AMERICAN MARBLE.  
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sule..... \$10.80B—WATSON'S GLENORCHY, MEI-  
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LIVET, Red Capsule, with Name  
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THE FINEST SCOTCH MALT  
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GLENORCHY are high-class Soda Whiskies,  
of greater age than most brands in the  
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Whisky (smoky) and could not now be  
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LIMITED,  
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## The Daily Press.

HONGKONG OFFICE: 14, DES VOUX ROAD CL.  
LONDON OFFICE: 181, FLEET STREET, E.C.

Hongkong, November 15th, 1900.

The story which was telegraphed by our Shanghai correspondent on Tuesday night, without any qualification or statement as to its source, is, if its truth can be established, a confirmation of the feeling all along entertained that the Chinese Emperor is but an unwilling captive in the hands of his aunt and has hardly a vestige of power left him. It will have been noted that he "prevailed upon" two of the officials to send a telegram for him from Hsinanfu to Peking. This was to be kept secret from the Empress Dowager, but naturally, when the Emperor's will counts for so little, the facts got out and the Emperor's agents were at once beheaded—two more victims to the blood-thirsty cruelty of that woman whom some writer, an American, we believe, did not hesitate recently to place among the great queens of history. What became of the telegram is unknown, we are told; from which it may be inferred that it did not at least reach Peking and that the whole story therefore comes from an entirely Chinese source. It bears, however, every appearance of probability and there seems little reason to doubt it. One thing is plain from the affair, that the remnants of the anti-foreign party still hold full sway at the refugee court and the Emperor is still an absolute nonentity. It is indeed to be feared that His Majesty KWANG HUI has shown no signs of strength since the disastrous coup d'état carried out by his aunt and short-sightedly acquiesced in by the European Powers. We must of course make every allowance for the traditions which bind him down on every side and the carefully selected spies and eunuchs with which he has been surrounded. But it is difficult to avoid the impression that a stronger man would not have tolerated such shackles so long. It is obvious that when the settlement is at last arrived at in China, the advisers of the Throne will need to be men of great force of character to guide their master aright. In the meantime we seem but little nearer to getting him back

to Peking, without which next to nothing can be done. It is true that some of the worst criminals have left the Imperial Court, by death or desertion; and that the ruling caste is much diminished in numbers since the flight from Peking began. But the Empress Dowager had surmounted all hardship of the journey, which proved too great for KANG YI and some of his companions, and still lives to do evil. The Allies are unable to touch her. Even now she may be deciding to fly yet further from their reach, to Chungtu in Szechuan. Is it then to be a question of starving her out? Reason hardly seems likely to convince her that it will be best for her to return to Peking and see herself stripped of even that semblance of power which still is hers. If the Emperor himself cannot break away from her clutches, time alone can solve the difficulty how to get KWANG HUI back to the capital. Meanwhile, however, the Allies can carry out the pacification of the Empire with the aid of the loyal Vicereroys.

H.M.S. *Undaunted* returned from practice yesterday.

Communication with the New Territory is still cut off, and until it has been restored no accurate estimate can be made of the havoc wrought by the typhoon in life and property.

A fire broke out in the hold of the steamer *Forwards* while lying in the Singapore Roads on the 8th inst., but was fortunately extinguished before either the cargo or the steamer was injured.The Hon. Treasurer of the Allice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—  
He Ngok Lau ..... \$50  
Yeung Lau Ka ..... 20

The damage to Government matcheds all over the colony by the recent typhoon is simply enormous. There is scarcely one left standing, and the figure for re-erecting them will, it is expected, approximate \$10,000. Government buildings have emerged wonderfully well, sustaining, in fact, practically no damage.

We are asked to draw attention to the fact that the Taylor-Carrington season at the Theatre cannot be prolonged, owing to the building being otherwise engaged. On Saturday and Monday next *Home Rule* will be produced; on Tuesday and Wednesday *Charles's Aunt* "up to date"; and on Thursday, the final performance, *Trilby*. It is a testimony to the merit of the company that in India they were under most powerful patronage.Among the passengers who arrived yesterday by the German mail *König Albert* was the Right Rev. Bishop Pizzoli, the director of the Roman Catholic Mission in this colony. His Lordship was received at the wharf by all the clergy and a good number of people, and immediately on landing proceeded direct to the Cathedral, where a solemn Te Deum was sung. The service was highly impressive and was attended by all the clergy, the girls and boys of the Roman Catholic schools, and a large number of the Roman Catholic community. Yesterday evening the members of the "Catholic Union" had an At Home to welcome His Lordship on his return. There was a large attendance, and the guests were entertained by songs and music provided by the members. Altogether a very pleasant evening was spent.There are apparently several ways in which countries giving sugar bounties can help the manufacturers who hope to retain their hold on the Indian market, remarks the *Pioneer*. Thus the Austrian Government make the Austrian Lloyd boats carry sugar to this country free of charge in return for the subsidy granted to the Company. The *Franc Ferdinand*, a vessel of 6,000 tons, is said on one occasion to have had nothing but a cargo of best-sugar on board. The story is an extraordinary one, but it comes to us on good authority. The Austrian product, of course, still be sold cheaply in India, in spite of the countervailing duties, if shipments are managed in this fashion; and we do not see how this system of importation is to be checked so long as the Vienna Government hold to their policy.

The *Times* in no doubtful manner endorses the remarks of Dr. Morrison on the guilt of the Chinese Government in connection with the Boxer movement and the attack on the Peking Legations, and also the complicity of the Chinese Ministers abroad. In its issue of the 15th ult. the *Times* says:—"The whole story, as told by our correspondent, hangs together. It proves beyond all reasonable doubt the main points we have consistently affirmed. It shows that the 'Boxer' movement was originated by an obscure official, who was promoted to high rank for inaugurating the association. It shows that the movement was seized upon by the Dowager Empress and diverted by her against the foreigners and the Christians for her own purposes. It shows that the 'Boxer' chiefs and patrons were drawn from her personal clique. It shows that the Imperial troops openly co-operated in the murderous attacks on the Legations and on the native Christians. It shows that, from first to last, high officials of the Empire, including the reformed Tungli Yamen, did all in their power to make those attacks successful and to betray the Ministers into the hands of their would-be murderers. Lastly, it shows that, while these officials in Peking were so engaged, the representatives of China abroad, aided by personages like Sheng and Li Hung-chang, were endeavouring to delude the Powers by wholesale and systematic falsehood, calculated to defer relief until relief should be too late."

The cargo of the Japanese steamer *Yamato Maru*, sunk off the coast of Chefoo, China, has been abandoned on account of the strong current in the locality of the wreck.

The Russian Minister of Marine has ordered all the vessels comprising the Russian Pacific Squadron now stationed in the Far East to be fitted with wireless telegraph apparatus.

The Tsar has conferred on Lieutenant-General Grodekoff, the Governor-General of the Amur territory, a gold sword, set in brilliant recognition of his distinguished conduct of the operations in Manchuria.

At Paris on the 14th ult. a Rugby football match was played by teams representing France and Germany. The latter team was composed of players from the Frankfurt club. The Frenchmen won by 27 points to 17.

At a large and representative gathering of natives at Stulang Johore the other day, the Sultan formally opened a new sawmill which had been erected by Messrs Cameron and Co., timber merchants, by breaking a bottle of champagne upon the driving wheel.

A somewhat novel editorial difficulty has been announced in the *Himalaya Chronicle*, in the following words:—"We have to apologise to our readers for the paucity of matter in to-day's issue, in consequence of some of our staff having absconded, after having drawn more pay than was due to them."

The new British first-class armoured cruiser *Cressy*, *Hogue*, *Suffolk*, and others of that type are to carry as their chief armament 9.2-in. guns, having an effective range of fifteen miles. These will be placed on the new hydraulic mountings that enable the guns to be fired rapidly and in any position.

The Government of Argentina, according to the Buenos Ayres correspondent of the *Times*, has decided to grant a concession of 200 square leagues of territory in the province of Formosa to Señor Yaller for the purpose of founding an agricultural colony. The contract, the correspondent says, provides for the settlement of 20,000 Japanese there.

A sequel to the collision between the steamers *St. Petersburg*, of the Russian Volunteer Fleet, and the British and Foreign steamship *Jerome*, which occurred off the Haffes Light on April 17th, is an appeal against a judgment of Mr. Justice Leach before the Appeal Court at Singapore. The arguments of counsel were heard on Thursday last, and judgment was reserved.

The *New York Herald* publishes a statement to the effect that Sir Thomas Lipton's challenge to the New York Yacht Club designates a yacht similar in race to the *Shamrock*, and suggests that the races be held earlier in September. A rumour is current in yachting circles that the challenger which Sir Thomas Lipton intends to send over to America will be yawl-rigged. If this be so, she will have a decided advantage in the measurement for time allowance.

We have received a pamphlet entitled *Stricken India* with some ghastly photographs of famine-stricken natives in various stages of dying. Though we do not think this is exactly the best method of appealing to the public, undoubtedly those who issued the pamphlet are earnest in their desire to alleviate the terrible sufferings of the unfortunate natives of the Indian Central Provinces, and their warning to the public not to think that because the rains have fallen the distress is at an end is a necessary one.

The following appointments have been announced at the Admiralty:—Lieutenants—A. F. St. C. Armitage, to the *Hermione*, reappointed temporary, on promotion, to date October 1; S. Newcome, to the *Terrible*, reappointed temporary, on promotion, to date July 15; and H. C. Carr, to the *Sandpiper*, in command, reappointed on recommissioning, on ated. Sub-Lieutenants—J. Jones, to the *Hermione*, H. P. Smyth-Osburne, to the *Terrible*, to date October 15; Midshipmen—H. S. W. Boldero, to the *Goliath*, to date September 24.

Coolies engaged in digging the foundations of a proposed four-storied annex to the American Naval Hospital on the Bluff at Yokohama made a rather interesting discovery on Sunday, says the *Japan Herald*. They had descended some little distance when the earth suddenly fell in and revealed an underground chamber which, on further examination, was found to be about seven feet in height, and of sufficient area for five Japanese mats to be spread comfortably. The walls were hard, smooth, and blackened with smoke, but no utensils or relics of any kind were brought to light. These underground chambers are frequently discovered in Japan, and are supposed to be of great antiquity.

The wharf accommodation at Tanjong Pagar, Singapore, is insufficient to meet the requirements of the port, according to the *Strait Times*, and steamers are continually being delayed, not only for a day or so, but sometimes for weeks together. For instance the *Bismarck* was detained over eight days before being given a berth, and the *Benvenue* has been 14 days in port discharging a cargo of only 2,600 tons of coal, an average of less than 190 tons a day. The British collier *South America* (Capt. Dobson) of 2,701 tons, which arrived from Newport with 6,500 tons of coal for the British Government, has been waiting in the Roads for a berth since Nov. 1st. It may be stated, says the *Strait Times*, that, as a class, the shipmasters who understand the trade of the port look with disfavour on the scheme that the Tanjong Pagar Company has mooted for constructing a new basin and thus affording additional wharfage room. They say it will result in overcrowding and cannot meet the requirements of the ships. What they favour is the extension of the wharf outwards to the fishing stakes.

The Hon. R. Seddon, the Premier, announces definitely that New Zealand will adopt Imperial Penny Postage from the 1st of January next.

The U.S.S. *Albatross* is on her way from New York to Manila, where she will, according to present arrangements, remain, a valuable addition to the American Fleet on the China Station.

In the light of a wire sent by a London press correspondent, Russia has sent considerable orders for tea to India and Ceylon, because Insurance Companies have refused risks in vessels trading with China, and Chinese Banks have refused advances to planters.

According to the positive statement of an American Press representative at Manila, even though the Friars be not expelled from the Philippines by the Washington Government, the latter will never permit them to resume parochial work in the islands.

Rumour has it in the Straits that the Rev. W. H. C. Dunkerley, Colonial Chaplain at Penang, will be transferred, early next month, to Singapore, to take up the appointment now held by Archdeacon Penham, who will leave the Colonial service on pension.

Troubles have arisen in connection with the Chinese laundry in Tottenham Court Road, London. On the 12th ult. at Marlborough Street, Ah Jim, a Chinese laundryman, was charged before Mr. Denman with maliciously wounding Lee Foo, a Chinese washerman, by stabbing him on the arm with a piece of china. The prosecutor on going into the witness box knelt down, and the usher handed him a thick common saucer, which he was told to break. Lee Foo threw it on the ground, but it did not break. He was told to throw it harder and did so, the saucer smashing in several places. The usher (solemnly).—The saucer is cracked, and if you do not tell the truth your soul will be cracked like the saucer. (Laughter.) Lee Foo said that at 8 o'clock that morning, while he was in the laundry he had occasion to disturb a lazy boy who was asleep in bed. He gave Ah Jim orders to scrub the floor, but instead of doing so he abused him and said he had no right to disturb the boy. Ah Jim then took up a jug and struck him on the arm with it, breaking the jug and cutting his arm. The floor being wet, Ah Jim slipped down and cut his head on the broken pieces of the jug. The prisoner.—He makes noise, too much talk, he fall, he kicke me on the head. (Laughter.) Constable 329 D deposed that he was called to the laundry and saw the prisoner in a crowd of 40 Chinamen, all talking at once. He could make out neither head nor tail of them until Ah Mah came in and explained what Ah Jim was accused of doing. The constable at this point referred to the prisoner as Lee Foo. Mr. Denman (pointing).—There is Lee Foo, and there is Ah Jim. Which was it? The constable.—I get mixed. (Laughter.) They are hard names to remember. The constable added that the doctor said the injuries were mere scratches. Mr. Denman said that what had happened was very likely to occur when 40 Chinamen were huddled together in a place of this kind. It was impossible to get clear account of what took place, but Ah Jim assaulted Lee Foo and cut him, and would have to pay 20s., with the alternative of 14 days' imprisonment. It would be better for everybody if they all went back to China. (Laughter.) With all deference to Mr. Denman, it seems to us that his last remark savours of insular prejudices.

**THE INTERPORT SHOOTING MATCH.**  
HONGKONG BEATS SHANGHAI.  
The Hongkong team fired for the interport match yesterday afternoon. The light being bad the total score fell behind that of last year, being 930 against 952. It was sufficient, however, to defeat Shanghai, whose total, as announced by telegram, was 900. The following are the home scores:—

	200	500	600	Total
St. Mjr. Wallace, R.A.	33	44	33	100
Capt. Curlye, A.C.D.	34	29	32	95
Mr. J. Marshall	29	34	33	96
Mr. W. Stewart	33	32	31	96
Mr. McLennan	31	31	33	95
Mr. G. P. Lammert	33	32	30	95
Mr. A. Cramer, R.N.	30	31	32	93
Mr. John Pidgeon	30	33	24	87
Ar. Sgt. Blair, A.C.D.	31	32	24	87
Mr. E. Baldwin	30	32	24	86
	314	321	295	930

There were 133 bulls, 98 inners, 25 magpies, and 7 outers, a total of 258 hits. There were 2 misses. Singapore's score last year was 926 and that of Shanghai 887.

## THE INTERPORT SHOOTING MATCH.

HONGKONG BEATS SHANGHAI.  
The Hongkong team fired for the interport match yesterday afternoon. The light being bad the total score fell behind that of last year, being 930 against 952. It was sufficient, however, to defeat Shanghai, whose total, as announced by telegram, was 900. The following are the home scores:—

1889, Shanghai 819, Singapore 777, Hongkong 774.  
1890, No match.  
1891, Hongkong 807, Shanghai 830, Singapore 741.  
1892, Hongkong 835, Shanghai 810, Singapore 752.  
1893, Hongkong 822, Shanghai 807, Singapore 759.  
1894, Hongkong 823, Singapore 817, Shanghai 760.  
1895, Hongkong 934, Shanghai 903, Hongkong 879.  
1896, Hongkong 916, Shanghai 960, Singapore 870.  
1897, Singapore 934, Hongkong 916, Shanghai 960.  
1898, Hongkong 934, Singapore 923, Shanghai 894.  
1899, Hongkong 952, Singapore 926, Shanghai 887.  
From 1899 to 1891 the match was fired with the Martini-Henry Rifle; from 1895 onwards with the Lee-Metford.

**LATEST STEAMER MOVEMENT.**  
The Austrian Lloyd's steamer *Giesla* left Singapore for this port on the 13th inst., p.m.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS].

SHANGHAI, 14th November, 7.55 p.m.

## DOUBTFUL ACTION OF THE

## LOYAL VICEEROYS.

Chang Chih-tung is raising troops and has proposed to Liu Kung-yi a combined opposition if the Allies use the Yangtze ports as their basis of operations against Shensi.

## TUAN AND TUNG FUHSIANG

## REBEL.

A German paper (*Ostasiatische Lloyd*) learns that Prince Tuan and General Tung Fuhsiang have here begun a rebellion in Kansu. The officials are raising a large war fund in these provinces.

## SZECHUAN VICEROY DOES NOT

## WANT THE EMPRESS DOWAGER.

A Chungking despatch states that reliable evidence is to hand that Prince Tuan has ordered the Chengtu authorities to prepare to receive the Dowager Empress there. The Viceroy, however, raises objections.

London, 18th November, 5.20 p.m.

## CONJOINT NOTE OF THE POWERS.

Dr. Morrison telegraphs to the *Times* that the foreign Ministers have agreed on a conjoint note as a basis for a preliminary treaty with China.

## THE TERMS—FULL LIST OF THE

## POWERS' DEMANDS.

The terms include the erection of a monument to the murdered Baron von Ketteler, the sending of an Imperial Prince to Germany to apologise for the outrage, the abolition of the Tungli Yamen, the punishment of the guilty officials, the razing of the Taku and other forts in Chihli, the prohibition of the import of arms and war material, the suspension of the provincial examinations for five years in all districts where outrages on foreigners occurred, rational intercourse with the Emperor, the presence of permanent Legation guards, also guards on the lines of communication between Peking and the sea; and finally an indemnity to states, corporations, and individuals who have suffered.

## GENERAL NEWS.

London, 13th November, 5.20 p.m.

## THE NEW PARLIAMENT.

Parliament meets on December 8th. A War Grant is wanted.

## REUTER'S SERVICE.

London, 11th November.

## THE FIGHTING IN BRITISH SOUTH

## AFRICA.

General Smith-Dorrien has had two days' hard fighting between Belfast and Koomati in which the Boers were repulsed. Commandant Prinsloo and General Fourie killed and General Grobbelaar (General Grobbelaar) wounded. Sharp engagements have also occurred at Lichtenberg, Philippolis, Middelburg and Rustenberg, at all of which the British were successful.

## ILLNESS OF GEN. BADEN-POWELL

## AND MISS ROBERTS.

General Baden-Powell is ill with enteric and Miss Roberts is in a critical condition.

## THE INAUGURATION OF THE AUSTRALIAN COMMONWEALTH.

One thousand troops have embarked from Southampton for Australia to form the Duke of York's guard of honour at the inauguration of the Australian Commonwealth.

## ARMY REFORM.

The *Daily Mail* states that a scheme for the reform of the Army is prepared by which the troops will receive ten months' field training instead of six weeks and by which immense areas of land will be acquired.

## THE TYPHOON.

By the courtesy of His Excellency the Governor we are enabled to publish the following telegrams between him and the Secretary of State relating to the typhoon of last week:—

## GOVERNOR, HONGKONG, TO SECRETARY OF

## STATE, DATED 10TH NOVEMBER, 1900.

Severe typhoon passed over Hongkong last night. Ten steam launches and over one hundred and ten junks have foundered or been driven ashore. H.M.S. *Sandpiper* foundered. Crew saved by H.M.S. *Osier*. New dredger for naval dockyard also foundered. Crew saved by boats from *Tamar* and *Asiatic*. Several houses blown down. I fear that the loss of life is considerable. Fifteen bodies have already been sent to the mortuary and seven injured to hospital. Am arranging to afford necessary relief. SECRETARY OF STATE TO GOVERNOR, HONGKONG, DATED 13TH NOVEMBER, 1900.

I have received with great regret your telegram of the 10th November, reporting damage done by typhoon. Please convey to sufferers expression of my sincerest sympathy.

## POLICE COURT.

Wednesday, 14th November.

Before Mr. Hazeland.

## LOOKING A JUNK.

A chiao was charged with being one of a band of thirty men that looted a stranded fishing junk, thrown up by the typhoon on the beach at Su Ping Tong, and stole thirty piculs of fish, several pieces of clothing, and some jewellery, the whole valued at \$178. Defendant pleaded not guilty.

Complainant told a wonderful tale of how some men in a boat cut the junk's cable, the junk then drifting ashore and being boarded by a band of men armed with choppers and knives, who stole everything they could lay hands on.

Sergeant Cameron said on 11th inst. the complainant reported the robbery to the officials at Kowloon City Police Station, and on the following morning witnesses and a Chinese constable went with him to Su Ping Tong. There witnesses arrested defendant, who was ported out by complainant. Defendant was coming round by the back of a house at the moment of his arrest, and on making a search there, witnesses found the bundle of clothing produced. The bundle contained a jacket, a pair of trousers, and a handkerchief.

Complainant, recalled, identified the trousers as belonging to himself and the jacket and handkerchief to his brother.

After further evidence the prisoner was discharged, there being in the Magistrate's opinion nothing to connect him with the robbery.

## GAMBLERS.

Inspector Baker and a party of police yesterday evening raided a house on the second floor at 104, Second Street, and gathered in a motley crowd of seventeen Chinamen, who now twined the mark in the dock. They all pleaded not guilty.

Chinese constable 297 said he was one of the raiding party and the first man to enter the house. As he did so the light was blown out, but not before witness had seen the man playing at cards.

Inspector Baker also gave evidence, after which the charge was found proven and each man fined \$8 or 14 days' imprisonment, all money and implements of gambling to be forfeited to the Crown.

## DESEKTING HIS SHIP.

Peter Gray, an Irish seaman on the steamer *Calverdale*, was charged with unlawfully absconding himself from the ship on the 13th inst. without the consent of the master, and was ordered to be forcibly put on board.

## USING A RAZOR.

Yeung Sam and Wong Lok had a difference to settle yesterday, but made the mistake of settling it in the public street, with the natural result that they found themselves in the police station, whither a zealous Chinese policeman had conveyed them. The first defendant was alleged to have used a razor, but judging by appearances he had not inflicted serious injuries on his opponent.

They were fined \$3 each, with the option of 14 days' imprisonment.

## THE CATHEDRAL ORGAN RECITAL.

Last evening Mr. A. G. Ward gave a delightful organ recital in St. John's Cathedral after the evening service. The programme consisted of seven numbers, two being vocal solos by Mr. Alec Marsh, and the remainder organ pieces. The first was a Fantasia and Fugue in G Minor (J. S. Bach), a difficult piece, which was played with much skill by Mr. Ward. It was followed by an Allegretto in E Minor (Gulman), a pleasing variation from the preceding piece, and then Mr. Marsh sang the *Aria* "O God, have mercy," from Mendelssohn's "St. Paul." He was in excellent voice, and gave a splendid rendering of this beautiful petition, with organ accompaniment. The following numbers, "Sonata da Camera" (Pezzo), being *Allegro*, *Andante*, *Canzonella*, *Allegro Maestoso*; "Benedictus" (Muckenzie), with Schubert's *Impromptu* "Soprano," allowed full scope for the organist's skill and technique, and he gave a very sympathetic and masterly execution of the respective portions of the respective composers. The quality of Mr. Ward's organ is generally recognised, and those present consequently anticipated and appreciated his performance. The instrument was also in good condition, and readily answered the expression of the player, in the forte parts filling the cathedral with a volume of sound, and in the pianissimo passages charming its hearers with sweetest tones. The "Soprano" was especially pleasing. Mr. Alec Marsh then sang Parker's "Jerusalem," and he, with the many excellent solos he has given us since he has been in our midst, has been few better. As in his first solo, his expression and interpretation of the language of his compositions was that of a musician, not a singer, exceedingly well and his rich baritone voice was heard to much advantage, especially in the second solo. The programme was brought to a conclusion by a "Festal March" (J. E. Caiani), a very pretty piece arranged for the organ by Mr. A. G. Ward. There was a good attendance and a collection was taken on behalf of the Choir Fund, which raised only \$84.03, a small amount considering the attendance, the entertainment, and the laudable object of the collection.

## HONGKONG VOLUNTEER CORPS.

## A COMPANY.

The eighth shoot of the present series took place at Kowloon on the 14th inst. Sergeant Major Lammert was the starter, Mr. J. C. Ward for the fourth time, and Sergeant B. C. Edwards was the No. 2 cup for the first time.

The following are the six best scores:—

	200	500	600	Total
Sgt. Mjr. Lammert	26	31	31	88
Gunner H. S. Holmes	27	29	24	80
Gunner H. C. Edwards	27	28	24	79
Gunner P. A. Cox	25	23	20	75
Captain Sanders	19	22	16	71
Gunner Littered	22	13	17	71

From Aberdeen comes a true romance of the sea. In 1882, when the good ship *Superb*, of London, was on a voyage from Australia to England, a little boy, who was playing on deck, fell into the sea. Alexander Forbes, of Aberdeen, the quartermaster of the vessel, sprang overboard and rescued the child. The mother expressed her gratitude, handed him £2, and requested him to call at her home in Glasgow, where she and her husband would find means of more adequately recognizing his gallant deed. The incident passed out of Mr. Forbes' mind, but his attention was recently called to an advertisement urging him, if still alive, to call at an address in Glasgow. He complied with this request, and found that the parents of the boy he had saved had died, bequeathing him a sum of £500 and a handsome gold medal.

Mr. Forbes had the additional pleasure of meeting the person he had rescued







## NEW ADVERTISEMENTS

## INTIMATION.

NOTICE is hereby given that from the 15th instant and following days, at 8 A.M., a PUBLIC AUCTION will take place for the privilege of the demolition of the expropriated PREMISES at S. LAZARO, as well as the SALE of the MATERIALS of the aforesaid HOUSES.

Full conditions of Tender can be seen every working day from 10.30 A.M. to 3 P.M. at the Office of the Public Works Department.

A. NUNES,  
The Director Engineer.

Public Works Department,  
Macau, 10th November, 1900. [2891]

## THE HONGKONG ELECTRIC COMPANY, LIMITED.

SHAREHOLDERS, who have not yet PAID the Call of \$3 per Share in the New Issue of Shares, due on 1st instant, are hereby reminded that same should be paid forthwith and Scrip sent in to the Company's Office for endorsement and notice is hereby given that, in accordance with the provisions of the Company's Articles of Association, interest at the rate of 12 per cent. per Annum from 1st inst. till date of payment will be charged on all such calls outstanding after this date.

GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 15th November, 1900. [2893]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

"PERLA" (late "MENMUI")  
Captain R. W. Almond, will be despatched as above TO-MORROW, the 16th instant, at No. 8.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th November, 1900. [2884]

## FOR SHANGHAI.

THE Steamship

"LOONGMOON,"  
Captain F. W. Scholz, will be despatched for the above port TO-MORROW, the 16th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 14th November, 1900. [2890]

## FOR MANILA.

THE Company's Screw Steamship

"KASUGA MARU,"  
(3,820 tons gross, Captain E. W. Haswell, will be despatched for the above port on FRIDAY, the 23rd instant, at 4 P.M.

This new Mail steamer is specially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewards carried. Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to  
A. S. MIHARA,  
Manager.

Hongkong, 15th November, 1900. [2892]

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT"

OF THE NORDDEUTSCHER LLOYD.  
The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th November will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 20th November, and THURSDAY, the 22nd November, at 9.30 A.M.

All claims must reach us before the 24th November, or they will not be recognized. No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents.

Hongkong, 14th November, 1900. [8]

## THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

I REGRET to inform Subscribers that practically all the WIRES belonging to this company have been WRECKED by the Typhoon.

Every effort is being made to restore them, commencing with the Central District, but it is feared that several weeks must elapse before communication with the outlying districts is completely restored.

W. STUART HARRISON,  
Manager.

Hongkong, 13th November, 1900. [2879]

## RESUME OF THE S. LAM LAUNCH "TUNG-LI."

OUR Launch "TUNG-LI" was in considerable danger during the Typhoon of the 10th inst. At a very critical moment the Captain of H.M.S. "Atreus" sent a boat to the Rescue and all the Crew were thus saved from a watery grave. At last we have found the name of the good Captain to be A. D. FAOY. Consequently we print this notice in the News-paper to thank him and the Crew of the boat, and we can never forget his great benevolence.

CHAM WING,  
Agent.

(Signed) A. SAM & OTHERS,  
Captains and Sailors  
of Steam Launch Tung-Li.

Hongkong, 13th November, 1900. [2875]

## ENTERTAINMENTS.

## THEATRE ROYAL.

## CITY HALL.

## TAYLOR-CARRINGTON SEASON.

## COMMENCING

## SATURDAY NEXT, NOVEMBER 17TH.

## Production of the Successful Musical and Sensational Irish Drama

## HOME RULE.

## OR

## THE IRISH GOSSOON.

## Played by MR. CHARLIE TAYLOR, Miss ELLA CARRINGTON, and their Company in support over 200 times.

## Performances patronised in India by Their Excellencies Lord &amp; Lady Northcote.

## His Excellency Sir ARTHUR HAYLOCK.

## Sir FOWLER and Lady PALMER.

## Sir BROWNE and Lady BLOOD.

## Major-General JENNINGS, C.B.

## Major-General WOODHOUSE, C.B.

## Major-General COOMBE, C.B.

## General A. C. CHREAGH, C.B.

## General MOORSOM, &amp;c., &amp;c.

## Reserve Plan now open at ROBINSON PIANO Co.

## Admission Rates—\$3, \$2 and \$1.

## Military and Naval Men in Uniform half-rates to 2nd and 3rd Sees.

## Season of 5 Nights only.

## COMMENCING SATURDAY NEXT.

## MR. C. E. CLITHEROW.

## Advance Representative.

## Hongkong, 14th November, 1900. [2888]

## THEATRE ROYAL.

## CITY HALL.

## THE HONGKONG AMATEUR

## DRAMATIC CLUB

## WILL give TWO PERFORMANCES

## of the COMEDY, Entitled,

## "OUR FLAT,"

## IN THREE ACTS.

## on

## SATURDAY, 24th November, and

## MONDAY, 26th November, 1900.

## Commencing each Evening at 9 P.M. precisely.

## Dress Circle, \$3; Stalls, \$2; Pit, \$1.

## Half-price to pit for Soldiers, Sailors and Police in Uniform.

## Tickets can be obtained at the Booking Office of the Theatre, CITY HALL, on and after

## MONDAY, 19th November, at 10 A.M.

## Booking Office will be open daily from that date from 10 A.M. to 4 P.M.

## Late Trains will run 1/2 of an hour after the fall of the curtain.

H. C. NICOLLE,  
Acting Manager

## Hongkong, 12th November, 1900. [2867]

## KOWLOON HORSE REPOSITORY.

## I BEG to inform my Patrons and the

## Public generally that SEVERAL EXTRA

## STALLS for STALLING PONIES have

## been Erected in the above Repository, and can

## be LET at MODERATE RENT from the 15th

## instant.

## Gentlemen desirous of stabling their Ponies

## in these Stalls are requested to kindly notify

## the same to—

M. PEREIRA,  
No. 4, St. Francis Street.

## Hongkong, 13th November, 1900. [2889]

## POHOOMULL BROTHERS,

## 57 &amp; 59, QUEEN'S ROAD CENTRAL,

## WHOLESALE AND RETAIL

## IMPORTERS AND EXPORTERS.

## Have for Sale,

## INDIAN, Chinese and Japanese Silk Goods

## for Ladies and Gentlemen, and other Articles.

## Oriental Embroidery, Rugs and Carpets.

## Jewelry, Cashmere Shawls, Ivory, Sandalwood

## and Tortoiseshell Wares, Curiosities and Fancy

## Goods.

## INSPECTION IS SOLICITED.

## Hongkong, 8th November, 1900. [2785]

## FOR SALE.

## NEW LEE ENFIELD 303 MATCH

## RIFLE COMPLETE.

## ELEY'S SPORTING CARTRIDGES.

## EVERY KIND OF SPORTING RE-

## QUISITE.

## WM. SCHMIDT &amp; CO.,

## Gunsmiths.

## Hongkong, 22nd September, 1900. [1213]

## CARTRIDGES.

## NOBEL'S SPORTING BALLISTITE.

## Absolutely Smokeless and Water-resisting.

## THE BEST NITRO-POWDER IN THE WORLD.

## PRICE OF 12-BORE CARTRIDGES—

## Loaded with Powder only, and 1 oz. of Shot.

## Primrose Cases, \$5.65 37.40

## Pogonoid Cases, 6.25 8.00

## Ejector Brass Cases, 6.90 8.65

## 5 per cent. discount on orders of 1,000 and over.

## Apply to

## WM. SCHMIDT &amp; CO.,

## Gunsmiths, Hongkong.

## Hongkong, 27th July, 1897. [1870]

## COLD STORAGE.

## THE HONGKONG ICE COMPANY, LIMITED

## is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARLANE,  
Manager.

## Hongkong, 17th February, 1899. [89]

## WILLIAM MACLEOD, D.D.S.,

## DENTIST.

## DEACONFIELD ARCADE.

## Hongkong, 10th November, 1900. [2861]

## AMERICAN SYSTEM

## OF

## DENTISTRY

## AT

## No. 39, QUEEN'S ROAD CENTRAL.

## CHADWICK KEW

## (LATE OF POATE &amp; NOBLE).

## Hongkong, 15th September, 1899. [2419]

## SIDING

## SURGEON DENTIST

## No. 10, D'AGUIAR STREET.

## TERMS VERY MODERATE.

## Consultation Free.

## Hongkong, 21st September, 1891. [2482]

## PUBLIC COMPANIES.

## THE DAIRY FARM COMPANY, LIMITED.

## THE FOURTH ORDINARY YEARLY

## MEETING OF SHAREHOLDERS

## in the above Company will be held at the Com-

## pany's Town Depot, 4, Albert Road, Hong-

## kong, on FRIDAY, the 16th day of November,

## at Noon, for the purpose of presenting the

## Report of the Directors and Statement of

## Accounts to the 31st July next.

## The TRANSFER BOOKS of the Company

## will be CLOSED from the 8th to the 16th

## November, both days inclusive.

W. HUTTON POTTS,  
Secretary.

## Hongkong, 31st October, 1900. [2779]

## A. S. WATSON &amp; CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

## AN INTERIM DIVIDEND on account

## of the year 1900, at the Rate of Fifty

## cents per Share (or Five per cent. on the

## Capital of the Company) will be PAYABLE

## at the Hongkong and Shanghai Bank, Hong-

## kong, on and after the 23rd instant, on

## Warrants to be obtained from the undersigned.

## Local Shareholders are requested to apply at

## the Company's Office for their Warrants.

## The DIVIDEND will also be Payable at the

## Hongkong and Shanghai Bank, Shanghai, on

## presentation of Warrants there, on and after

## the same date.

## The REGISTER OF SHARES will be

## CLOSED from WEDNESDAY, the 21st

## instant until FRIDAY, the 30th instant, both

## days inclusive, during which period no Trans-

## fer of Shares can be registered.

## By Order—

A. H. MANCILL,  
Secretary.

## Hongkong, 9th November, 1900. [2843]

## TEBRAU PLANTING COMPANY,

## LIMITED.

## IN accordance with Article No. VIII, Para-

## graph 3 of the Articles of Association of

## the Company, Interest at the rate of 50 per

## cent per Annum is being Charged on all Un-

## paid Calls.

JOHN D. HUMPHREYS & SON,  
General Managers.

## Hongkong, 8th November, 1900. [2839]

## THE HONGKONG STEAM WATER-

## BOAT COMPANY, LIMITED.

## CAPITAL.....\$75,000.

## Divided into 7,500 Shares of \$10 each, payable

## \$5 on Application and the Balance to be

## called up as may be required.

## CONSULTING COMMITTEE.

## LIAO TZE SAN, Esq. (Manager, CHINA

## MERCHANTS STEAM NAVIGATION

## Co., Ltd.)

## CHAU SIU KI, Esq. (Manager, HONGKONG

## AND KOWLOON LAND AND LOAN

## Co., Ltd.)

## MANAGER.

## J. W. KEW, Esq.

## BANKERS.

## THE HONGKONG AND SHANGHAI

## BANKING CORPORATION.

## SOLICITORS.

## Messrs. WILKINSON &amp; CRIST.

## OVER 5,000 Shares have been ALREADY

## ALLOTTED.

## The Share List will Close on the 30th

## November, 1900.

## Application Forms may be had at the Com-

## pany's Bankers Office, HONGKONG and

## SHANGHAI BANK, and at the Company's

## Solicitors Office, Messrs. WILKINSON and

## CRIST.

## PROSPECTUS.

## The object for which it is proposed to form

## the above Company is the acquisition and ex-

## tension of the business now carried on by Mr.

## J. W. Kew, of supplying with fresh water the

## ships entering the harbour of Hongkong.

## In consideration of the transfer by the ven-

## dor to the Company of his steamboat pumps,

## hose, good-will, &amp;c., he receives the sum of

## \$35,000.00 of which he is willing to take

## \$20,000 in fully paid up shares in the Com-

## pany. Mr. Kew undertakes and guarantees

## the payment of a dividend of at least 10 per

## cent. to the shareholders for the first two years

## of the existence of the Company.

## Hongkong, 9th November, 1900. [2847]

## HOTELS.

## "BOA VISTA" HOTEL,

## MACAO.

## The only FIRST CLASS HOTEL in the

## Colony. Moderate terms by the day or

## month. European Management.

## MACAO is distant 40 miles West of Hong-

## kong and the journey is made each day (Sun-

## days excepted) by the magnificent Saloon

## Steamer "HUIYUEN" in 3 hours, leaving

## Hongkong at 2 P.M. and Macao at 5 A.M.



HONGKONG  
BUSINESS DIRECTORY.

**AUCTIONEERS, &c.**  
PAUL BREWITT,  
2 Zetland Street, Auctioneer, Appraiser  
and Commission Agent.

**EUGUES & HOUGH,**  
Auctioneers to the Government, and Share  
and General Brokers, corner Ice House  
Street and Praya Central.

**V. I. REMEDIOS,**  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

**BOARD AND LODGING**  
THIS SPACE IS RESERVED  
FOR THE  
**WESTERN HOTEL.**  
**BOOKBINDING**  
"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work.

**BOOKSELLERS AND STATIONERS**  
W. BREWER & CO.,  
Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

**BUILDERS**  
KANG ON,  
Contractor, 30, D'Almeida Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.  
Mechanics engaged, Estimates given.

**CHEMISTS, DRUGGISTS, &c.**  
THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

**THE VICTORIA DISPENSARY.**  
Chemists and Druggists, High-class Aca-  
demic Waters, Dealers in "Photographic  
Requisites, Cures, &c."

**WATKINS, L.D. APOTHECARIES' HALL, 66,**  
Queen's Road Central, Cigars, Aerated  
Waters, Wines, Beers, Spirits, etc.

**CURIO DEALERS**  
KUN & KOMOR,  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobe, Yokohama.

**KWONG HING,**  
China Porcelain, Crockery Ware, 59a,  
Queen's Road Central.

**DENTISTS**  
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WILLIAM WATSON, Manager.

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Furniture, Opposite Post Office 36,  
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Diamond, Jewellery and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Hong.

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Gold and Silver, Silk Dressing, Girdle  
Shawl, Lacquerware, Fans,  
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Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Devel-  
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Japanese Photographer, 14, Beaconsfield  
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Amateur's Requisites a Specialty.

**PRINTING**  
"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

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Dealers in Chinese, Indian and Japanese  
Goods, Silks, Woolens and Cashmere,  
Shawls and other Sundry Goods; 4,  
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Wholesale and Retail Importers and  
Exporters, English, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Lace; 46, Queen's Road, Cl.

**SILK LACE MANUFACTURERS**  
F. BLUNK,  
Exporters of Real Hand-made Tulle, Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen Lace Curtains made to  
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Navy Contractors, Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

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Navy Contractors, Ship Chandlery,  
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Vessels in the Harbour.

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Shipchandlers, Sailmakers, Hardware,  
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Shipchandlers, Sailmakers, Riggers, Com-  
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keepers, 41 and 45, Praya Central.

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Navy Military and Court, 18, Queen's Road,  
Opposite Kahn's Curio Store.

**HUNG YUEN,**  
Outfitters, Shirt Makers, Hatters, Hosiery,  
Drapers, 65, Queen's Road, Central.

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Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs, Opposite Post  
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D. S. DADY BURJOR, "Los Filipinos,"  
Importers of the Best Manila Cigars; 25,  
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Wholesale and Retail Havana and Manila  
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AND ENGINE WORKS,**  
NAGASAKI  
CODE WORD: "DOCK" NAGASAKI  
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Used.

**DOCK No. 1 (at TATEGAMI)**  
Extreme Length 523 feet.  
Length on Blocks 518 "  
Width of Entrance on Top 89 "  
Width of Entrance on Bottom 77 "  
Water on Blocks at Spring Tide 26 "

**DOCK No. 2 (at MUKAIJIMA)**  
Extreme Length 371 feet.  
Length on Blocks 350 "  
Width of Entrance on Top 66 "  
Width of Entrance on Bottom 53 "  
Water on Blocks at Spring Tide 22 "

**PATENT SLIP (at KOSUGE)**  
Can take vessels up to 1,000 tons gross.

**THE WORKS are well equipped with the  
latest IMPROVEMENTS and can  
execute any kind of work in SHIPBUILD-  
ING and MARINE ENGINEERING as well  
as in REPAIRING OF SHIPS.  
The Company has a POWERFUL SAL-  
VAGE PLANT READY AT SHORT  
NOTICE.**

**ENQUIRE where your FRESH WATER**  
is obtained by the Water Boats, as FOUL  
WATER is the cause of much sickness on board  
Ship.

**We are the ONLY WATER BOAT COMPANY  
in Hongkong, EXCLUSIVELY supplying  
FILTERED WATER.**  
CALL FOR IT.  
W. W. KEW & CO.,  
STEAM WATER BOAT COMPANY,  
Hongkong, 1st October, 1895. [716]

**PORTLAND CEMENT**  
J. B. WHITE & SONS  
SOLE AGENTS FOR CHINA,  
HOLLAND, WISE & CO.,  
Hongkong, 18th September, 1899. [2724]

**NOTICE**  
STEAMERS calling at Amoy can be supplied  
with the highest class of JAPANESE  
BUNKER COAL.  
For terms apply to  
LAPRAKE, CASS & CO.,  
Amoy, 10th October, 1900. [2888]

## SPORT AND ANECDOTE.

**BY AN OLD FOOTE.**  
LORD ROSEBURY LEAVES THE TURT.  
"Tis best to win—win at everything." This  
was the aphorism with which the Earl of Rose-  
bury addressed the captain of the North Forest  
football team when that club had won the Na-  
tional Cup in 1888. These words are recalled  
from the recesses of memory by an advertise-  
ment that Messrs. Tattersall will sell by auction  
in the Park Paddock at Newmarket, on Octo-  
ber 25th, the whole of the horses in training, the  
property of the Earl of Rosebury. One is loth  
to believe that the noble lord is selling his  
thoroughbreds because he cannot realise the  
sweetness of victory as often as he would like.  
The phrase "Tis best to win" is over recurring  
—and I can only hope that we have not seen  
the last of the pretty rose and primrose  
hopes on the course. When one looks  
over the career of Lord Rosebury one  
cannot repress the thought that there is a touch  
of Quixotism in his nature, despite the breadth  
of his sympathies. When he was a very young  
man—in fact in 1880 he was so incensed by  
the criticism of a correspondent who had backed  
one of his lordship's players, Mervel, at Stock-  
ton, that he vowed he would no longer run another  
horse. And yet within a year he was made a  
member of the Jockey Club. From 1883 to  
1889 his colours were seldom seen, but in 1890  
that delicate filly Corcorine carried his livery  
to victory in the Dewhurst Plate. In the mi-  
nutes the Laird of Dalnony was most promi-  
nent owner—but since his horses left New-  
market and have been trained down in Sussex  
Rosebury triumphs have been rare. It is said  
that this time the ex-Premier intends to retire  
permanently, and the rumour seems confirmed  
by the fact that he is not retaining the yearlings  
reared at Mentmore.

**A NATIONAL LOSS TO SPORT.**  
His lordship is almost certain to retain his  
breeding stud—for I can hardly conceive a man  
who made that speech at the Gimcrack club  
dinner about broadbreds being the "elegant  
furniture of the park and the paddock, and  
about the pleasure of watching the development  
of the foals into horses of racing age—depriving  
himself of such a splendid and scientific  
hobby as the production and rearing of thorough-  
bred equine stock. 'Tis less severe enough not  
to see Lord Rosebury among owners battling for  
the spoils—because the presence of such men  
tends to keep the Turf pure, to eliminate the  
merely sordid, and to raise the standard of  
sport. If the leisured classes of Great Britain  
were to withdraw their support, horse-racing  
would speedily lose its popularity, and sink to  
the level of trotting—which in this country, at  
any rate, is an accursed thing. It is largely  
so because the owners are not lacerated by  
sportsmen with any ideals. In the colonies,  
and in new countries, where there is compara-  
tively speaking, no leisure class, and no aristoc-  
racy of ancient lineage, it is difficult to attain the  
altitude of sport which we have in this land.  
Men of the social position of the ripened  
scholarship, and of the unblemished honour of  
Lord Rosebury, are necessary to the welfare  
and the healthiness of the Turf as an institution.  
Were these remarks construed into the sug-  
gestion that honour alone abides with those  
born in the purple, a false deduction would be  
drawn. I expect most of my readers have read  
that capital novel *With Edged Tools*, from the  
feather pen of Seton Merriman, who makes  
the old aristocrat, Sir John Meredith, declare  
that there is "nothing like blood, sir, in horses,  
dogs, and men." In this my creed—blood  
will tell. A cartilage has more bones than a  
thoroughbred racer—but if you saw their bones  
in pieces—a difference in texture is evident.  
Of course there are exceptions to every rule, but  
great types are handed down, and well-bred  
instincts are inherited. Hence, I repeat that  
to lose the prestige of the patronage of the head  
of the house of Primrose is a subject for keen  
regret.

**AN AMBITION TO WIN THE DERBY.**  
Just let us glance at his association with the  
Turf. Archibald Philip Primrose, for he de-  
scends from Duncan Primrose of the days of  
Queen Mary, is the fifth bearer of the title of  
Earl of Rosebury. Although Scotch by de-  
cent, he is by birth a son of Cockaigne, being  
born in Charles-st., Berkeley-square, London,  
on May 7th, 1843, and his present town re-  
sidence is 38, Berkeley-square. He was sent to  
Eton just like the present Lord Dalnony—a  
member of the Eton cricket eleven, and a fair  
footballer, so that the earl is training his son in  
the way a good sportsman should—that is, to  
love honest virile pastimes. From Eton Lord  
Rosebury passed to Christ Church, Oxford, and  
it was there that he first manifested his passion  
for horses and racing—and maybe first cher-  
ished the ambition of his life to be Prime  
Minister of England and to win the Derby.  
"Mr. Primrose" was a regular visitor to  
races, and incurring the displeasure of the  
Dean of Christ Church voluntarily left the  
University without taking his degree. Having  
succeeded his grandfather in 1888, his lordship  
began his task of trying to win the great  
race in the world. He bought a horse called  
Leda, named after the celebrated courser of  
Alexander, who obtained a crown at the Olym-  
pian games—but so far from gaining the crown  
in the Derby this Leda was not even placed.  
His lordship's mind was over on the great prize  
—for his seat, The Durbans, is situated near the  
Epsom course, and some two months before the  
Derby of the 1847 he gave old Mat Dawson a  
handsome price for that handsome palt Coward-  
de-Fox. He ran well, but was beaten by George  
Frederick, the property of Mr. W. S. Cart-  
wright, who was so confident of the victory that  
he had over thirty telegrams sent before the  
race was over congratulating the joyful news to his  
friends. There is no doubt that George Fre-  
derick was a grand horse—and yet had badly  
formed shoulders for descending a hill. In 1878

the late Mr. Robert Redd tried a son of Blink  
hook—Blink Hook's bloodstock good enough  
to capture the Derby, and Lord Rosebury  
bought him—but disappointment was his only  
reward. Again in 1879 his lordship was third  
with Visconti to the moderate Sir Bevy—the  
only Derby winner George Fordham ever rode—  
while in 1881 both Town Moor and Voluntary  
carried the rose and primrose—the former  
finishing third. That which Lord Rosebury  
could not buy he had the more solid pleasure of  
breeding. In 1892 the master of Mentmore  
stud sent to Mat Dawson a yearling by  
Hampton—Mentmore, and as soon as the  
trainer looked over the youngster the dozen of  
his profession declared that he would win the  
Derby, and he did. This, the tenth foal of  
Mentmore, it was suggested should be named  
Hampton Wick, but Lord Rosebury reverted to  
his first horse and called him Leda. The colt  
only ran four times as a two-year-old, but he  
won the Woodcock at Epsom, the Coventry at  
Aylesbury, the Champagne at Doncaster, and the  
Middle Park Plate at Newmarket. As a three-  
year-old he stood 16 hands, and was one of the  
most beautiful horses ever seen. On Derby  
Day morning Lord Rosebury and Sir Fred  
Johnstone jumped out of bed at five o'clock,  
and saw him do his canter an hour later. How  
he galloped away with the Derby, John Wat-  
kins being his pilot, we can all recall. What a scene  
of enthusiasm followed! In March Lord  
Rosebury succeeded Mr. Gladstone as Premier—  
and within three months he had won the Derby.  
The police that Derby day were swept off their  
legs, and it was only with the utmost difficulty  
that Lord Rosebury led his horse back to the  
weighing room door. The following year Sir  
Visto, admirably handled by Sam Loates, again  
won for his lordship—so that he initiated the  
Duke of Portland by winning the Derby in  
successive years.

**A SUCCESSFUL CAREER.**  
Thus we see how Lord Rosebury persevered  
until his desires had been realised, but it must  
not be supposed that he confined his efforts to  
this race, for he has twice won the Lincolnshire  
Handicap (Controversy 1876 and Toulouet 1879),  
the City and Suburban (Aldrich 1874 and Roy-  
storer 1883), and the Ascot Stakes (Edisto 1879  
and Tom Cringle 1899). With Prudhomme he  
captured the Chester Cup in 1882, with the colt  
black Snail the Northumberland Plate in 1876,  
and with La Morvelle the Cambridgehire in  
1878, besides innumerable other important  
handicaps. In 1883 he secured the Great  
Metropolitan with Vista (the dam of Sir Visto),  
the City and Suburban with Roystorer, and the  
Oaks with Bonny Jean—all within view of the  
Durbans. His lordship has won each of our  
classic races, but he will always be remembered  
as the only Prime Minister of England who  
carried off the Blue Ribbon of the Turf while  
he was in office—an honour which was denied  
old "Pam" and the "Rupert of Debut," for  
both Lord Palmerston and the Earl of Derby  
tried to do so. I have not been able to refer  
to one title of the good horses Lord Rosebury  
has owned, but I think I have proved that he  
was a man with ideals, and a man with ideals  
who, above the spirit of money-grabbing are  
required on the Turf. Therefore his defection  
becomes not merely a loss, but a calamity.

**JACK BROWN OF ENGLAND.**  
A man who has commanded my admiration  
for the last six years at the least is Jack Brown.  
"Yes, but which Jack Brown?" methinks I hear  
the bustling inquisitive reader say? Well, in  
my mind, there is only one Jack Brown of  
England. Bless my soul, I mean Jack Brown  
of England, of Yorkshire, of Driffield—the  
cricketer. Some of the papers printed in calling  
him J. T. Brown (senior). It would in my  
estimation have been far cleverer if they had  
copied our plan at school—and called him Brown  
Prims—for surely he is Brown the first, the  
other Brown, J. T. Brown (junior), of Darfield,  
being very much second. Jack Brown, of  
England, likes me well—for he is the only  
member of the not inconsiderable family  
rejoicing in the plebeian name of Brown who  
has shouldered his bat and shown his battles  
are to be won against Australia at what our  
ancestors described as the noble game of cricket.  
My excitement in relation to Jack Brown, of  
England, is, that for far seeing and shrewd  
Yorkshire County Club have decided to bestow  
a benefit on this worthy next season. When I  
recall that E. Stephenson, Roger Iddeson, Joe  
Rowbotham, Luke Greenwood, John Thewlis,  
Tom Emmett, George Fisher, Ephraim Lock-  
wood, Alan Hill, George Ulyett, Louis Hall,  
Robert Peel, David Hunter, and Ted Wain-  
wright have had benefit since 1870—and say  
that I think Jack Brown, of England, is not  
inferior to the greatest of these, my opinion  
need not be further emphasised.

**THE CRACK CENTURIES OF YORKSHIRE.**  
At this writing I will not exhaust myself by  
any complete biography of Jack Brown, but I  
may say that he is a native of Driffield, being  
born there in 1869. Twenty years after, as  
Dunn would say, he appeared in the Yorkshire  
eleven. In 1893 he gave evidence of becoming  
a great batsman, while in the next season he was  
even more accomplished with the willow blade.  
But he was the last choice of A. E. Stoddart  
for his first trip to Australia with a cricket  
team. He returned with an average of 43.47,  
being only surpassed by Stoddart and Mac-

ken. He hit four hundreds during the tour  
—but one of these will live in history—namely  
his 140 in Melbourne, early in March, 1895,  
when Stoddart's team beat Australia, and won  
the rubber of test matches. When England  
wanted 286 to win, Jack Brown scored runs at  
the rate of 80 an hour. This made his reputation,  
for he played for England in 1896 and again in  
1899. He has compiled more centuries for his  
country than any other Yorkshire cricketer, has  
twice reached the 300 in one innings, and with  
John Tunncliffe amassed 554 for Yorkshire  
against Derbyshire in 1898—this being not  
only the record for the first, but for any wicket  
in first class cricket. This year he was right  
at the top of his form, and his 163 for the  
Players against the Gentlemen was a mag-  
nificent effort, which enabled the professionals  
to compile the 502 necessary to win—an un-  
rivalled feat they accomplished in the fourth  
innings.

**A TYPICAL TYPE.**  
Under all these circumstances one is surely  
justified in describing him as Jack Brown of  
England. You know he is a typical sturdy  
Yorkshireman. His body denotes strength,  
and his determined countenance convinces  
that he takes his cricket seriously. Never  
known to betray the possession of nerves, he  
likewise never boasts. It would be impossible  
to persuade him to tell the story how he made  
his first hundred—or his last. Yorkshire to  
the backbone, it is related that another county  
approached him to assist them in the days  
when his position was not secure in the eleven.  
Money had no temptations for this country-  
man, and he stolidly replied: "I'll play for  
Yorkshire or none." I wonder what the  
poachers thought of his resolution. Jack  
Brown is a professional—but he is a sports-  
man. This answer showed it. Moreover his  
cricket shows it. He never plays for his aver-  
age; he plays for his side. The bat was made  
to play the ball—not the pad—is another of his  
cardinal doctrines. No man can out a ball bet-  
ter than Jack Brown—and that is more, he  
outs all kinds of balls. This used to be his  
main stroke, but nowadays he obtains runs all  
round the wicket with a speed, a facility, and a  
power that delight spectators. He bowls what  
J. C. Smith in that clever book "Willow the  
King" calls "donkey droppers"—and he can  
field anywhere. If I was selecting an England  
team to-morrow, my first choice would be Jack  
Brown. May he meet with a handsome benefit.

**TO LET.**  
FROM the 1st October—FOUR ROOMS  
and COMPARTMENT OFFICES on the  
1st Floor No. 16, Des Voeux Road.  
Apply to—  
SEE WOO,  
No. 69, Queen's Road Central,  
Hongkong, 10th September, 1900. [2454]

**FURNISHED HOUSE TO LET.**  
"THE EYRIE," a large BUNGALOW,  
standing in extensive and lovely  
grounds, near the summit of the PEAK.  
For Terms and Particulars apply to—  
R. C. WILCOX,  
8, Beaconsfield Arcade.  
Hongkong, 6th November, 1900. [2822]

**TO LET.**  
(From 1st December next.)  
ONE SPACIOUS GODOWN, with  
Upper Floor, for Dry Goods, No. 4,  
facing the Post Office, at BELCHER'S  
BAY on M. Lot 24.  
Apply to—  
PAUL JORDAN,  
1, Duddell Street,  
Hongkong, 30th October, 1900. [2772]

**TO LET.**  
WITH IMMEDIATE POSSESSION.  
A SPACIOUS ROOM, suitable for an  
OFFICE, on N.E. corner of Third  
Floor, PRINCE'S BUILDINGS.  
Apply to—  
S. J. DAVID & CO.,  
Hongkong, 16th July, 1900. [1945]

**TO LET.**  
ONE LARGE ROOM, THIRD FLOOR,  
QUEEN'S BUILDINGS.  
"WAGENINGEN," MOUNT KELLEY,  
PEAK.  
PRAYA CENTRAL, now known as  
20, Des Voeux Road CENTRAL. ROOMS on  
2nd Floor.  
TOP FLOOR of the GODOWN No. 2A,  
BLUE BUILDINGS.  
A HOUSE in ETON TERRACE.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AGENCY CO., LD.,  
Hongkong, 9th October, 1900. [61]

**TO LET.**  
From the 1st December Next.  
"INGLEWOOD."  
A FIVE ROOMED HOUSE, with TENNIS  
COURT.  
"STONY BROOK COTTAGE."  
A FOUR ROOMED HOUSE with GARDEN.  
Apply to—  
HUMPHREYS ESTATE AND  
FINANCE CO. LIMITED.  
Hongkong, 31st October, 1900. [2345]

**BOARD AND RESIDENCE**  
COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1892.

**MRS. GILLANDERS**  
"GLENWOOD."  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. [2457]

**BOARD AND RESIDENCE.**  
MRS. SIDNEY JEFFREY,  
"VERITAS."  
BEACH ROAD WEST,  
FELIXSTOWE, SUFFOLK,  
ENGLAND.  
Hongkong, 28th August, 1900. [2293]

**NOTICES TO CONSIGNEES**  
NOTICE TO CONSIGNEES.  
"GLEN" LINE OF STEAMERS.  
FROM LONDON AND STRAITS.  
THE Steamship  
"GLENFARIG,"  
having arrived from the above ports. Consignees  
of Cargo by her are hereby informed that their  
goods are being landed at their risk into the  
Godowns of the Hongkong & Kowloon Wharf  
and Godown Co., Limited, at Kowloon, where  
each consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.  
Optional goods will be carried on unless  
instructions are given to the contrary before  
4 P.M. TO-DAY.  
Goods not cleared by the 18th instant will  
be subject to rent.  
No Fire Insurance has been effected.  
All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Co. within ten days  
after the steamer's arrival, after which no claims  
will be recognised.  
McGREGOR BROS. & GOW.  
Hongkong, 12th November, 1900. [2871]

**FROM HAMBURG, BREMEN, ROTTER-  
DAM, PENANG AND SINGAPORE.**  
THE H. A. L. Steamship  
"AMBRIA,"  
Captain A. Wagner, having arrived from the  
above ports. Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned, and to  
take immediate delivery of their goods from  
alongside.  
Optional Cargo will be forwarded unless  
notice to the contrary be given before 5 P.M.  
TO-DAY, the 9th inst.  
Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 16th instant will be  
subject to rent.  
All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 18th instant, at 8 P.M.  
No Fire Insurance has been effected.  
SIEBSEN & CO.,  
Agents.  
Hongkong, 8th November, 1900. [2859]

**OCEAN STEAMSHIP COMPANY.**  
CONSIGNEES per Company's Steamer  
"ULYSSES"  
are hereby notified that the Cargo is being dis-  
charged into Craft, and/or landed at the Go-  
dows of the Hongkong and Kowloon Wharf  
and Godown Co., in both cases it will be at  
Consignees' risk. The Cargo will be ready  
for delivery from Craft or Godown on and  
after the 8th instant.  
Optional cargo will be landed unless notice  
has been given prior to steamer's arrival.  
Goods undelivered after the 15th instant will  
be subject to rent. All damaged Goods must  
be left in the Godowns, where they will be ex-  
amined at 11 A.M. on the 15th instant.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 8th November, 1900. [2845]

**NOTICE TO CONSIGNEES.**  
THE P. & O. S. N. Co.'s Steamship  
"SOBRON."  
FROM LONDON, PORT SAID, SUEZ,  
COLOMBO AND STRAITS.  
Consignees of Cargo by the above-named  
vessel are hereby informed that their goods  
are being landed and placed at their risk in  
the Hongkong and Kowloon Wharf and Go-  
down Company's Godowns at Kowloon, where  
each consignment will be sorted out Mark by  
Mark and delivery can be obtained as soon as  
the goods are landed.  
This vessel brings on Cargo:—  
From London, &c., ex s.s. India.  
From Australia, &c., ex s.s. Himalaya.  
Optional goods will be landed here unless  
instructions are given to the contrary before  
9 A.M. on the 12th instant.  
Goods not cleared by the 18th instant, at  
4 P.M. will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Company within ten  
days after the vessel's arrival here, after  
which no claims will be recognised.  
A. M. MARSHALL,  
Acting Supercargo tendent.  
Hongkong, 1st November, 1900. [1]

**APIOL & STEEL**  
"FOR LADIES"  
A Remedy for all irregularities.  
Prepared at: Bath Apple, Pennyroyal, St. Cathar, &c.  
Sole by:  
A. E. WATSON & CO., LTD., HONGKONG.  
MARTIN, Chemist, SOUTHAMPTON, ENGLAND.  
[1810]

**WO FAT & CO.**  
SHIP CHANDLERS; SAIL MAKERS,  
GENERAL STOREKEEPERS.  
No. 11, LEE YUE STREET, EAST.  
Hongkong, 26th July, 1900. [2074]

**Sore Throat**  
CONDY'S FLUID  
CONDY'S FLUID is a powerful  
remedy for all throat affections,  
and is the only remedy  
which cures the throat  
in all cases.

**POT VIKING NAVY CUT**  
IN YOUR PIPE  
Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND.  
W. W. BREWER & CO., AGENTS, HONGKONG. [2053-1]



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BIRTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDER	Brit. str.	—	F. W. Vibert, R.N.E.	P. & O. S. N. Co.	On 24th inst. at Noon.
LONDON VIA SUEZ CANAL	ANTHONY	Brit. str.	—	Batt	BUTTERFIELD & SWIRE	On 27th inst.
LONDON VIA SUEZ CANAL	CANTON	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	On 11th Dec.
LONDON VIA SUEZ CANAL	TANTALUS	Brit. str.	—	C.F. Lockstone, R.N.E.	P. & O. S. N. Co.	On or about 29th inst.
LIVERPOOL DIRECT	PEYERHART	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 20th inst.
LIVERPOOL DIRECT	PEYERHART	Brit. str.	—	Tillotson	BUTTERFIELD & SWIRE	On 1st Dec.
BREMEN, VIA PORTS OF CALL	HAIRATA MARU	Jap. str.	—	P. Grosch	MELCHERS & CO.	On 28th inst. at Noon.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	TOKIN	Fre. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, &c.	AWA MARU	Jap. str.	—	Vaquier	MESSAGERIES MARITIMES	On 19th inst. at 1 P.M.
HAYRE, BREMEN & HAMBURG V. COLOMBO	SUEVIA	Ger. str.	—	N. Trenat	NIPPON YUSEN KAISHA	On 30th inst. at Daylight.
HAYRE & HAMBURG	AMBRIA	Ger. str.	—	Forck	CARLOWITZ & CO.	On 19th inst.
HAYRE & HAMBURG	ARAGONIA	Ger. str.	—	A. Wagner	CARLOWITZ & CO.	On or about 6th Dec.
HAYRE & HAMBURG	WITTENBERG	Ger. str.	—	Jansen	CARLOWITZ & CO.	On or about 26th Dec.
NEW YORK VIA SUEZ CANAL	SAMBIA	Ger. str.	—	Hempel	CARLOWITZ & CO.	On or about 30th Dec.
NEW YORK VIA SUEZ CANAL	HILLGLEN	Brit. str.	—	Schmidt	CARLOWITZ & CO.	On or about 8th Jan.
NEW YORK VIA SUEZ CANAL	DEVONSHIRE	Brit. str.	—	—	DODWELL & CO. LIMITED	On or about 20th inst.
NEW YORK VIA SUEZ CANAL	VERONA	Brit. str.	—	—	SHEWAN TOMES & CO.	On or about 20th Dec.
NEW YORK	VERONA	Brit. str.	—	—	CARLOWITZ & CO.	On or about 28th Dec.
NEW YORK	VERONA	Brit. str.	—	—	CARLOWITZ & CO.	On 25th inst.
VANCOUVER, VIA SHANGHAI &c.	EMERALD OF INDIA	Brit. str.	—	O.P. Marshall, R.N.E.	McGREGOR BROS. & CO.	Quick despatch.
VICTORIA, B.C. &c. VIA SHANGHAI, &c.	TACOMA	Brit. str.	—	A. Dixon	CANADIAN PACIFIC R. CO.	On 21st inst.
VICTORIA, B.C. &c. VIA SHANGHAI, &c.	RIOTUN MARU	Jap. str.	—	J. W. Ekstrand	DODWELL & CO. LIMITED	On 26th inst.
PORTLAND, OREGON VIA JAPAN	MILOS	Ger. str.	—	NIPPON YUSEN KAISHA	NIPPON YUSEN KAISHA	On 24th inst. at 4 P.M.
SAN FRANCISCO VIA AMOY, &c.	COTIUS	Brit. str.	—	T. M. Stevens & Co.	U. & O. S. S. Co.	On or about 27th inst.
SAN FRANCISCO VIA AMOY, &c.	AMERICA MARU	Jap. str.	—	O. & S. S. Co.	TOYO KISEN KAISHA	On 17th inst. at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amer. str.	—	—	PACIFIC MAIL S. S. Co.	On 24th inst. at Noon.
SAN DIEGO, &c. VIA MOJI, &c.	CARLEIGH CITY	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th Dec. at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	To-day, at 4 P.M.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 25th inst. at 4 P.M.
TRIESTE, VIA STRAITS, CALCUTTA, COLOMBO, &c.	SILPSIA	Ital. str.	—	F. Caglietto	SHEWAN TOMES & CO.	On 17th inst. at 2 P.M.
YOKOHAMA, VIA NAGASAKI & KOBE	JAPAN	Brit. str.	—	G. K. Wright	P. & O. S. N. Co.	On or about 30th inst.
YOKOHAMA & KOBE	YAMATO	Brit. str.	—	F. Mowse	SANDER, WIELER & CO.	On 21st inst. at Daylight.
YOKOHAMA & KOBE	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 23rd inst. at Daylight.
NAGASAKI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	G. E. P. Cook	NIPPON YUSEN KAISHA	On 26th inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	KONIG ALBERT	Ger. str.	—	O. Cippers	MELCHERS & CO.	To-day, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LOONGMOON	Ger. str.	—	F. W. Schulz	MESSAGERIES MARITIMES	To-morrow, at 4 P.M.
SHANGHAI	ERNEST SIMONS	Fre. str.	—	Durrando	P. & O. S. N. Co.	On or about 19th inst.
SHANGHAI	CLYDE	Brit. str.	—	A. L. Valentini	NIPPON YUSEN KAISHA	On or about 23rd inst.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	S. Atsumi	MITSUBI BUSSAN KAISHA	On 28th inst. at Daylight.
SWATOW, AMOY & TAIWANFOO	TAMRUI MARU	Jap. str.	—	K. Hasegawa	MITSUBI BUSSAN KAISHA	On 18th inst. at Daylight.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	K. Suzuki	MITSUBI BUSSAN KAISHA	On 21st inst.
MANILA	PEELA	Brit. str.	—	E. W. Almond	SHEWAN TOMES & CO.	To-morrow, at Noon.
MANILA	KASUGA MARU	Jap. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 25th inst. at 4 P.M.
MANILA, ILOILO & CEBU	KAIPOING	Brit. str.	—	Pennafather	BUTTERFIELD & SWIRE	On 24th inst.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	—	J. G. Spence	DAVID SASSOON, SONS & CO.	To-morrow, at 3 P.M.

## SHIPPING.

**ARRIVALS.**  
Nov. 13, HINSHANG, British str., 2,415 P. M.  
B. Luke, Java 2nd November, Sugar.  
JARDINE, MATTHEWSON & Co.  
Nov. 13, KONIG ALBERT, German str., 10,045.  
O. Cippers, Bremen 2nd October and  
Singapore 9th Nov., Mails and General.  
MELCHERS & CO.  
Nov. 13, HAKATA MARU, Japanese str., 3,816.  
D. L. Sommer, Moji (Japan) 9th Nov.  
General—NIPPON YUSEN KAISHA.  
Nov. 13, VONTE, British str., 1,473, Carter,  
Shanghai 16th November, Bullard & AIN-  
HOLD, KARBERG & Co.  
Nov. 14, HOIAO, French str., 909, Merlees,  
Pakhoi and Hoihow 13th Nov., General—A.  
R. MARTY.  
Nov. 14, HANG, French str., 754, Pannier,  
Hoihow 13th Nov., General—A. R. MARTY.  
Nov. 14, HUI, French str., 704, Godman,  
Hoihow, Pakhoi, Hoihow and Kwong-  
chee 13th Nov., General—A. R. MARTY.  
Nov. 14, SARINE RICHARDS, British str., 690,  
Naslet, Canton 14th Nov., General—AEN-  
HOLD, KARBERG & Co.  
Nov. 14, UDAUTLE, British str., from Practice.

## CLEARANCES.

At the HARBOR MASTER'S OFFICE.  
14th November.  
Ulysses, British str., for Shanghai.  
Pelago, British str., for Swatow.  
Thales, British str., for Hoihow.  
Chrusan, British str., for Hongay.  
Hailton, British str., for Swatow.  
Chingta, British str., for Yokohama.  
Votie, British str., for Palanbay.  
**DEPARTURES.**  
Nov. 14, AMBRIA, German str., for Yokohama.  
Nov. 14, HAKATA MARU, Japanese str., for Teikoku.  
Nov. 14, ANPING MARU, Jap. str., for Swatow.  
Nov. 14, BAYERS, German str., for Europe.  
Nov. 14, GLENFAR, British str., for Kinohow.  
Nov. 14, AGAMENON, British str., for London.  
Nov. 14, KAGOSHIMA MARU, Japanese str., for  
Bomabay.  
Nov. 14, DAYBREAK, British str., for Canton.  
Nov. 14, HINSHANG, British str., for Shanghai.

## VESSELS IN DOCK.

At the HARBOR MASTER'S OFFICE.  
14th November.  
Ulysses, British str., for Shanghai.  
Pelago, British str., for Swatow.  
Thales, British str., for Hoihow.  
Chrusan, British str., for Hongay.  
Hailton, British str., for Swatow.  
Chingta, British str., for Yokohama.  
Votie, British str., for Palanbay.

## VESSELS ON THE BERTH.

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship  
"HILLGLEN"  
will be despatched for the above port on or  
about the 20th November, 1900.  
For Freight, apply to  
DODWELL & CO. LD.,  
Agents.  
Hongkong, 25th October, 1900. [2410]

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## VESSELS ON THE BERTH.

IMPERIAL GERMAN MAIL LINE.  
STEAMER FOR SHANGHAI NAGA-  
SAKI, KOBE AND YOKOHAMA.  
THE Steamship  
"KONIG ALBERT"  
OF THE NORDDEUTSCHER LLOYD.  
Captain O. Cippers will leave for the above  
places TO-DAY (THURSDAY), the 15th  
instant, at 12 o'clock Noon.  
NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents.  
Hongkong, 15th November, 1900. [8]

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## NIPPON YUSEN KAISHA

(THE JAPAN MAIL SETAMSHIP COMPANY).  
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 16th Nov. at DAYLIGHT.
HITACHI MARU	KOBE and YOKOHAMA	FRIDAY, 23rd Nov. at DAYLIGHT.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd Nov. at 4 P.M.
RIOTUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBAYASHI, YOKOHAMA	SATURDAY, 24th Nov. at 4 P.M.
SHINANO MARU	NAGASAKI, KOBE and YOKO- HAMA	MONDAY, 26th Nov. at NOON.
AWA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 30th Nov. at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the  
United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and  
Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office at Prince's Building, First Floor, Chater Road.  
A. S. MIHARA,  
Manager.  
Hongkong, 30th October, 1900. [12]

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Atlantic Steamers.  
For further information as to Freight, Passage, Sailings, &c., apply at the Company's  
Local Branch Office at Prince's Building, First Floor, Chater Road.  
A. S. MIHARA,  
Manager.  
Hongkong, 30th October, 1900. [12]

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the  
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Manager.  
Hongkong, 30th October, 1900. [12]

NORTHERN PACIFIC  
STEAMSHIP CO.



## VESSELS ON THE BERTH

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at NOON.

GABRIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at NOON.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at NOON.

THE Company's Steamship "COPTIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 17th November, 1900, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 24th October, 1900.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at NOON.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at NOON.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 12, 1901, at NOON.

THE Twin-Screw Steamship

"AMERICA MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on SATURDAY, the 24th November, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 1st November, 1900.

## VESSELS ON THE BERTH

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

SINGAPORE, BATAVIA, COLOMBO, SINGAPORE, MADRAS, CALCUTTA, DIBOUTY, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALGER.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 19th November, 1900, at 1 P.M., the Company's Steamship "TONKIN," Captain Vaquer, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES, via route of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 18th November. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 6th November, 1900.

## OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(TAKING CARGO AT LONDON RATES.)

THE Company's Steamship

"TANTALUS."

Captain Gregory will be despatched as above on TUESDAY, the 20th instant.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 14th November, 1900.

## FOR MANILA, ILOILO AND CEBU.

THE Company's Steamship

"KAIFONG."

Captain Pomeroy will be despatched as above on SATURDAY, the 24th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 13th November, 1900.

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at NOON.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Jan. 22, 1901, at NOON.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on TUESDAY, the 4th December, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

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## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"COROMANDEL."

Captain F. W. Vibert, R.N., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 24th November, at NOON, taking passengers and cargo for the above ports.

Silk and Valuable all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 12th November, 1900.

## GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENGARRY."

Captain F. Geddes will be despatched for the above port on the 25th November, 1900.

For Freight or Passage, apply to MCGREGOR BROS. &amp; GOW, Agents.

Hongkong, 26th October, 1900.

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AJAX."

Captain Batt will be despatched as above on TUESDAY, the 27th November.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 19th October, 1900.

## LOADING ON THE BERTH.

FOR PORTLAND, OREGON VIA JAPAN.

Booking Cargo for OVERLAND PORTS.

THE First Class Twin Screw Steamer

"MILOS"

will be despatched on or about 27th instant.

For Freight, apply to T. M. STEVENS &amp; CO., Agents.

Hongkong, 7th November, 1900.

## THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi will be despatched for the above ports on WEDNESDAY, the 28th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th November, 1900.

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN &amp; CO. HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA."

Captain Hansen will be despatched for the above port on or about 28th December.

For Freight apply to CARLOWITZ &amp; CO., Agents.

Hongkong, 8th November, 1900.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "CARLISLE CITY" On 10th Dec. 3,002 Tons

S.S. "KVAEREN" On 12th Dec. 2,463 Tons

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO VIA MOILI KOBE, YOKOHAMA AND HONOLULU, on MONDAY, the 10th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th November, 1900.

## OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

Taking Cargo at London Rates.

THE Company's Steamship

"PYREHUS."

Captain Tiltman will be despatched as above on SATURDAY, the 1st December.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th November, 1900.

## VESSELS ON THE BERTH

## SHEWAN TOMES &amp; CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "DEVONSHIRE" will be despatched for the above port on or about the 20th December, 1900.

For Freight, apply to SHEWAN, TOMES &amp; CO., Agents.

Hongkong, 9th November, 1900.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

STATE OF MAINE, American ship, Colcord.

Standard Oil Co.

## HONGKONG STEAMERS.

Babelberg, German str., 1,398, Buckham, Nov. 11, East Asiatic Trading Co.

Chingta, British str., 2,360, Williams, Oct. 17, Butterfield &amp; Swire

Chwanan, British str., 1,282, Messer, Nov. 3, Bradley &amp; Co

Clara, British steamer, 2,311, Evans, Nov. 6, Arnold, Karberg &amp; Co

Coptic, British steamer, 2,741, Rinder, Nov. 7, O. &amp; S. S. Co

Decima, German str., 794, Christiansen, Nov. 6, Chinese

Eastern, British steamer, 3,500, Ellis, Nov. 11, Gibb, Livingston &amp; Co

Elita Nossack, German str., 1,400, Brahn, Nov. 13, Order

Empress of India, British str., 3,003, Marshall, Oct. 29, C. P. R. Co

Forest Dale, Brit. str., 2,215, Crispsey, Nov. 11, Brando &amp; Co

Haiter, British steamer, 1,138, Roach, Nov. 13, Douglas Lapsack &amp; Co

Hakata Maru, Jap. str., 3,816, Sommer, Nov. 13, Nippon Yusen Kaisha

Hokai, French steamer, 749, Pannier, Nov. 14, A. R. Marty

Holis, Norwegian str., 832, Eitrem, Nov. 11, E. A. Trading Co

Hinsang, British str., 2,415, Lake, Nov. 13, Jardine, Matheson &amp; Co

Hoihaio, French str., 509, Merlees, Nov. 14, A. R. Marty

Hue, French steamer, 704, Godinnas, Nov. 14, A. R. Marty

Jacob Diederichsen, Ger. str., 623, Riecke, Nov. 13, Douglas Lapsack &amp; Co

Kirkdall, British str., 2,239, Watson, Nov. 7, Dowell &amp; Co. Limited

Kong Albert, Ger. str., 6,500, Cuppers, Nov. 13, Melchers &amp; Co

Lightning, British str., 2,122, Spence, Nov. 11, D. Sassoon, Sons &amp; Co

Monelias, British str., 3,000, Towell, Oct. 30, Butterfield &amp; Swire

Moumar, British str., 1,286, Almond, Nov. 11, Shown, Tomes &amp; Co

Mongkut, German str., 859, Muller, Nov. 7, Butterfield &amp; Swire

Peiyang, German str., 897, Kohler, Nov. 11, Shown &amp; Co

Pelago, British steamer, 1,100, Binds, Nov. 13, G. McElin

Phanrang, German str., 1,021, Caldar, Nov. 9, Melchers &amp; Co

Sabine Rickmers, British str., 600, Naslet, Nov. 9, Arnold, Karberg &amp; Co

St. Bede, British str., 2,287, McPherson, Nov. 8, Order

Sandakan, German str., 1,374, Muhle, Nov. 10, Melchers &amp; Co

Siam, British steamer, 992, Stovell, Nov. 13, Bradley &amp; Co

Talle, German steamer, 823, Calender, Nov. 6, Meyer &amp; Co

Tartar, British steamer, 2,768, Bowles, Oct. 28, C. P. R. Co

Thales, British str., 820, Robson, Nov. 12, Douglas Lapsack &amp; Co

Trym, Norwegian str., 710, Dahl, Nov. 3, East Asiatic Trading Co

Ulysses, British str., 2,281, Edmundson, Nov. 7, Butterfield &amp; Swire

Voluta, British steamer, 1,473, Carter, Nov. 14, Arnold, Karberg &amp; Co

Yueneng, British str., 1,128, Rolfe, Nov. 10, Jardine, Matheson &amp; Co

SAILING VESSELS.

Benjamin Sewall, American ship, 1,345, Sewall, Oct. 23, Order

Bitter, British str., 399, Askin, Aug. 28, Siemssen &amp; Co

Dumblane, Italian bark, 721, Trapani, Oct. 20, Order

Dundo, British ship, 1,998, Hemmings, Oct. 14, Standard Oil Co

Mary L. Cushing, Amr. ship, 1,575, Pondleton, Oct. 7, Standard Oil Co

President, British bark, 750, Manro, Aug. 24, Siemssen &amp; Co

Puckard, American bark, 2,000, Allen, Oct. 6, Order

Sierra Miranda, British ship, 1,741, McMaster, Oct. 30, Order

State of Maine, Amr. ship, 1,440, Colcord, Oct. 5, Standard Oil Co

Valo of Dond, British bark, 863, Peterstin, Oct. 20, Sander, Wisler &amp; Co

## HER BRITANNIC MAJESTY'S SHIPS IN



